



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, February 20, 2020

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

2. ROLL CALL

PRESENT: Barry Graham, Chair
Pamela Iacovo, Vice Chair
Don Anderson
George Ertel
Michael Kuzel
B. Kent Lall
Mary Ann Miller

STAFF: Dan Worth, Executive Director, Public Works
Kiran Guntupalli, Principal Traffic Engineer
Dave Lipinski, City Engineer
Adam Yaron, Project Coordination Liaison
Dave Meinhart, Senior Transportation Planner
Phillip Kercher, Traffic Engineering and Operations Manager

GUESTS: Barry Lewis
Bernadette Smith

3. PUBLIC COMMENT

There were no public comments.

4. APPROVAL OF MINUTES

Regular Meeting of the Transportation Commission – January 16, 2020

Chair called for comments/changes. Grammatical corrections were made.

Commissioner called attention to page 5 of 10, where it states that a Commissioner requested further information on the location and details of scooter-involved emergencies and was told by Mr. Stone that he would provide the information subsequent to the meeting. That requested information has not yet been received. Chair requested that City staff follow up to provide the information.

COMMISSIONER LALL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JANUARY 16, 2020, AS AMENDED. COMMISSIONER KUZEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. SCOTTSDALE GENERAL PLAN & CITIZEN REVIEW

Adam Yaron, Project Coordination Liaison, provided an overview of the 2035 General Plan update and presented a request from Long Range Planning to appoint a Commissioner to serve on the Citizen Review Committee. The General Plan is a community vision and City policy document. It is a forward-thinking document which guides decisions and is legally mandated and it establishes broadly the mixture and location of land uses throughout the City. The General Plan is not a zoning document, does not specify a budget or capital project and is not solely a land use map. State statute requires a General Plan, which is effective up to ten years and is required to be updated at a ten-year interval. The process includes enhanced public outreach, a Planning Commission recommendation, consideration by City Council to adopt the General Plan and follow up a voter ratification process. The 2001 General Plan was ratified by voters in March of 2002.

The 2011 General Plan update process involved a 19-member General Plan working group and included extensive Citywide public outreach. The 2011 Plan included content from the 2001 plan and added State statute required elements. City Council adopted the Plan in October of 2011. Unfortunately, the measure did not pass during the special election in March of 2012, losing by a margin of 2 percent. As a result, the 2001 General Plan remains in effect today. Following the failed voter ratification, the City engaged in a process to produce the 2035 General Plan update. This included a visioning town hall, including participation by 100 community members, which broadly represented the three geographic areas of the City. It also included a Council-appointed 25-member task force. The efforts resulted in two new elements, the arts, culture and creative community element and the healthy community element. The Plan retained content from the 2001 and 2011 efforts, incorporating new state statute requirement elements. The Plan did not go through the public hearing process for consideration of adoption, meaning that again, the 2001 General Plan still remains in effect today.

Phase I data collection and analysis has been completed by staff. A technical advisory committee consisting of directors from all divisions is generating input regarding the 2035 effort. In addition, a Citizen Review Committee will be meeting between March and December of 2020.

Phase IV will include a State statute required adoption process, expected to occur in the first and second quarter of 2021 with ratification by November of 2021. While the 2035 Plan did not go before Council for adoption, it did receive much vetting with the public. Because of this, it will be used as a foundation for the updates.

Mr. Yaron reviewed the roles and responsibilities of Citizen Review Committee members. After discussion, Vice Chair Iacovo volunteered to serve on the Committee.

In response to a question from Vice Chair Iacovo, Mr. Yaron stated that it would be possible to have a proxy attend one of the upcoming meetings, if she has a conflict.

6. CAPITAL PROJECT COMMUNICATION

Dan Worth, Public Works Executive Director, stated that members of the public have spoken at the last two meetings about the impacts of construction projects at Hayden and Thomas. As part of those discussions, there was interest from the Commission to discuss impacts of capital projects. He quoted specifically from the minutes: *Commission requested information regarding possible assistance to business in areas of ongoing construction.* He quoted his comment from the December 19, 2019 minutes: *“Many things are done to assist businesses, however this does not include a fund.”* During the last meeting, he also discussed agendaizing this topic for a future discussion.

Dave Lipinski, City Engineer, stated that he manages the capital project management group for the City. They deliver projects throughout the City with the exception of the airport. His staff manages the design and construction of transportation projects. He used the Thomas and Hayden intersection improvements as a model for discussing outreach. Between 2015 and 2019, staff met with property owners to discuss acquisitions needed, including right-of-way temporary construction easements and other minor acquisitions. Staff met one on one with owners to coordinate activities and acquire the rights to construct the project. In January of 2016, 3,400 mailers were sent to every address in a one-mile radius for an open house. Twenty-six people signed in and were kept up to date on the project. Construction was originally slated for summer of 2017, but due to coordination issues with SRP, was moved to summer of 2019. The project manager kept in touch with those who had expressed interest and the City’s website was updated with the project status.

In April, 2019, emails were sent to those who provided contact information regarding the upcoming project. Flyers were again sent out in May, 2019. Message boards informed the public regarding the upcoming construction and potential delays. Face to face communications occurred with business owners regarding changes that would affect their property. For one-off construction, efforts were made to perform work on off-peak hours. Variable message boards were put up three weeks prior to construction to provide relevant information to travelers. Project information signs were installed on the east and westbound routes through the intersection to include anticipated completion date, budget contact information through City website and 24/7 project hotline to the contractor.

In terms of restricting access to business and how this was handled, 12 driveways were affected. The locations were reviewed and discussed in detail, including the construction and outreach processes. The businesses get to know City staff as well as the general contractor personnel. There are often face-to-face meetings to address questions and issues. Additional signage was used during the project, including business open during construction signage and

in some cases, business names were used to assist people in finding the business access points along the corridor.

Commissioner commented that the project was anticipated to take months, but seemed longer. Mr. Lipinski said the notice to proceed was May 13th. The contractor started construction May 20th and the last barricade came off on November 27th, so the project lasted six months and two weeks. Commissioner inquired as to whether this is a typical timeline. Mr. Lipinski said it depends on the project elements, including underground work and coordination with utilities. Staging for access through a project affects the duration. Commissioner noted that the open house was held in 2016 and asked for confirmation that notice was not again provided until one month before construction. Mr. Lipinski stated that the project manager was in contact with a number of businesses to keep them informed. The website was updated. There was not another mass open house. The project had not changed, only the timeline.

Commissioner commented that a business opening in 2017 or 2018 would have had no idea what was going on in terms of upcoming construction. Mr. Lipinski said the property owner would have known, however the tenant may not have. Commissioner suggested that such notification be considered for future projects. Commissioner asked whether department staff works with the City of Scottsdale's economic development department to go out to businesses and let them know what kind of small business assistance the City offers. Mr. Lipinski said he has never worked with the economic development department in this manner. Commissioner suggested that this be considered for future projects.

Commissioner stated understanding that at least one access to all businesses was available during the entire construction, which Mr. Lipinski confirmed. Commissioner noted that a couple of businesses made presentations to the Commission regarding their experiences in the construction progress and asked whether businesses access signs were provided to them. Mr. Lipinski identified the businesses as Dilla Libre and Ranch Market. Ranch Market maintained access off Hayden Road. The business names for the larger center were not individually listed, as there are multiple businesses within that plaza. The owners that did request signs included Dilla Libre. Commissioner asked whether the complaining business communicated with staff during the construction progress regarding ongoing problems. Mr. Lipinski said he was unaware of communication from Ranch Market. There had been contact with the owner of Dilla Libre since 2016.

Commissioner commented on the impressive array of communication, and inquired about the response time for the hotline. Commissioner further asked who would go to the site to address complaints such as issues with construction workers impeding entries. Mr. Lipinski stated that during active construction with a blocked driveway, the business owners have the contact information for the City's onsite staff as well as the construction superintendent. The superintendent or project managers would immediately address any calls. If there was a call made to the hotline overnight, a log was made and the contractor would either respond first thing in the morning or forward to City staff to address.

In response to a question from Vice Chair, Mr. Lipinski said he did not have an opportunity to add up the number of hotline calls received. There were several calls. The hotline collects data such as name and number, hang-ups and misdials. The majority of the calls requested information on the project end date.

Vice Chair inquired as to what steps the City might do differently in the future. Mr. Lipinski stated that staff attempts to be a face for the City, endeavoring to be onsite all day every day.

The owners have had access to staff throughout. City staff does all it can and they have a job to get done. He is unaware of what else can be done. They have worked to update the website on a regular basis and to ensure that contact information is available. Vice Chair suggested that during outreach efforts, businesses be encouraged to support one another as well.

Commissioner asked whether the impacts expressed by affected business in this project are common in comparison to others. Mr. Lipinski stated that negative input is given on every project, despite City staff efforts to meet face to face and to make decisions that have that least impact.

Commissioner asked about a scenario where a business owner communicates that the access plan is not working well for their establishment and what the City does to assist. Mr. Lipinski stated that such input is absolutely heard and considered, with efforts made to mitigate issues.

Commissioner asked whether the businesses that closed provided information as to the amount of lost sales during the period. Mr. Lipinski stated that the Pig & Pickle had defaulted on their lease and closed in July of 2019. Construction started in May of 2019. He is unaware of the default history on the building. Staff was never contacted about a loss of business from Ranch Market. That business opened in September of 2017 and closed in November of 2019.

Commissioner commented that City staff has done a robust job in terms of construction, however it would be helpful to include Economic Development in discussions during these processes. Commissioner noted that under Economic Development on the Scottsdale website there is a business outreach program.

In response to a question from Vice Chair, Mr. Lipinski stated that considering the scope of work on the project, the time frame for construction did not extend beyond what was expected. In response to a question from Chair, Mr. Lipinski said that construction is typically avoided on weekends. If businesses are closed on specific days, they may alter construction to focus heavily on those days.

Chair asked whether the project manager typically holds a postmortem meeting when the project is complete. Mr. Lipinski said they typically use staff meetings with project managers to discuss lessons learned. Chair asked about typical discussion items addressed. Mr. Lipinski said it varies by project and by project type. For projects such as this, topics include ongoing communication, ensuring that communications are documented and continually informing business about project status and activity.

Chair asked whether tenants are included in communications. Mr. Lipinski stated that the City notices all communications to the address, whether the business owner or customer at the address (the tenant). In this case, the City had to communicate with a majority of landowners as well, for right-of-way and construction easement notifications. In response to a question from Chair, Mr. Lipinski stated that staff does not confirm receipt of notices, however, they do make note when a notice is returned as nondelivered.

7. PEDESTRIAN FACILITIES NEAR SCOTTSDALE QUARTER

Chair recognized Mr. Barry Lewis to make a public comment. Mr. Lewis discussed a shift in urban interest in the area of Scottsdale Quarter and Kierland Commons. There is an immense volume of new construction activity. The addition of more than 2,000 residents brings more

pedestrian and vehicle traffic. He described being nearly hit by vehicles in crosswalks and is aware of neighbors who have been hit. There are a number of safety concerns, including lack of lighting. He urged the Commission and the City to focus attention on this area.

Kiran Guntupalli, Principal Traffic Engineer, stated that Maricopa County and Arizona State are at twice the national average in terms of number of pedestrian fatalities per 100,000 population. The City of Scottsdale itself is much closer to the national average. Mr. Guntupalli provided an overview of the area, noting that Scottsdale Road serves as the dividing line between the City of Phoenix and City of Scottsdale. Typical standards in reviewing a development application include following the 2018 design standards and policy manual. Typically, this includes ten feet-wide sidewalks in a high pedestrian area. Otherwise, sidewalks are eight feet.

National standards are followed in terms of traffic signals and pedestrian hybrid beacons. The typical requirement is 190 pedestrian crossings to install a traffic signal and 100 crossings in a four-hour period. Pedestrian hybrid beacons (HAWK) require 20 peak hour pedestrian crossings. Crosswalks are typically installed at all controlled crosswalks. Streetlights on major arterials are typically staggered at 200 feet, minor arterials at 225 feet, major collector at 250 feet and minor collectors at 150 feet. Sidewalk sizes and configurations at the site were reviewed. Traffic signals are located at all four corners of the intersection, including a pedestrian hybrid beacon between Kierland Commons and Scottsdale Quarter and lead pedestrian interval. A luminaire was recently installed for pedestrian crossing. There were three crashes in the area, including one bicyclist and two pedestrian collisions. Comparisons to other intersections were reviewed. A predominant contributing factor to these collisions is distracted driving due to cell phones and other electronics as well as pedestrians who are distracted by cell phones.

Considerations for improving safety in the area including widening sidewalks to current standards at a cost of \$400,000 to \$500,000 per mile, additional pedestrian lighting at a cost of approximately \$8,000 to \$10,000 per pole or light and additional pedestrian infrastructure.

Commissioner inquired as to whether Scottsdale conforms to IESNA standards for illumination levels. Mr. Guntupalli said they follow the guidelines, however they are not requirements. Commissioner asked about illumination levels and whether they comport to current standards and guidelines. Mr. Guntupalli stated that when a new development comes in, the City asks for illumination levels, however, they cannot require higher lighting levels. When upgrades take place at signal intersections, the lights are replaced with LEDs, which provide enhancements.

Commissioner commented that even dating back to the 1920's, there were studies related to distracted driving and distracted pedestrians. While much of the blame currently goes toward cell phones, there has always been an issue of complacency in terms of pedestrian collisions.

Commissioner noted the prohibition against placing luminaires on top of signals because of power lines on Scottsdale Road, while pointing out that there are currently lights all along the area. Mr. Guntupalli displayed photos depicting the APS lights hanging out from the 69KV pole and explained that there must be a 10-foot OSHA clearance between the top of the luminaire to the 69KV line.

Commissioner asked how the HAWK crosswalk is lit. Mr. Guntupalli said that luminaires are present on both signal poles, which is lit from the median. Phillip Kercher, Traffic Engineering and Operations Manager said they are overhead streetlights. In addition, there are lights in the surface of the crossing, however these are not currently working and are to be repaired.

Commissioner cited the five-foot sidewalk widths on the Phoenix side and asked about Phoenix's response to the collision activity. Mr. Guntupalli stated that Scottsdale regularly communicates with Phoenix in terms of accidents and requests that Phoenix implement developer requirements for wider sidewalks. However, Phoenix has yet to communicate any such commitment.

Vice Chair inquired as to whether any of the conditions at Kierland Commons and the Scottsdale Quarter come as a surprise. Mr. Guntupalli said nothing particularly stands out. High pedestrian activity is expected in the area, due to activity levels on the Phoenix side. Mr. Kercher added that there is an intense level of development in the quadrant currently. There is a natural draw of pedestrians across the major streets. This is not a downtown, two-lane, 25-mile speed limit area. There are six lanes with 45 mile per hour speed limits. Since City staff has been working with Mr. Lewis, they have added the leading pedestrian interval technology at the Scottsdale Road and Greenway Hayden. This provides pedestrians with a four to seven second head start before any traffic moves.

Based on a Commissioner suggestion regarding the possibility of treating this area similar to the central zone of Old Town, Mr. Guntupalli, stated that staff can work with the planning department and the Commission to create zoning guidelines for a high pedestrian area.

Mr. Kercher stated that staff welcomes Commissioner Kuzel's input on transportation safety strategies.

Audience member Bernadette Smith commented that as an arts community, perhaps an approach that includes art might be considered.

8. MAG 2020 CALL FOR PROJECTS - PROP 400 EXTENSION

Dave Meinhart, Senior Transportation Planner, stated that MAG is actively moving forward with developing a new Regional Transportation Plan to address transportation improvements throughout the region. The program funding will total approximately \$15.8 billion over 20 years with 60 percent being generated by the sales tax. The remainder is provided via federal grant as well as a portion from the State of Arizona as a share of the highway user revenues. The new plan may extend into 2050. The existing sales half cent sales tax expires on December 31, 2025. The new regional plan will focus on input and outreach to communities, individuals and cities to provide a regional vision and goals for the future with a focus on multimodal and performance based.

MAG recently hired a consultant team to help develop the new Regional Transportation Plan with an 18-month schedule. This process will include a comparison of funding and planning to other major metropolitan areas. Currently, the MAG region invests only one-fifth to one-thirteenth of the investment of other regions. The plan will be in draft form by July of 2021 with formal adoption in January, 2022. The hope is that an extension and expansion of the sales tax can go on the ballot as early as November of 2022. In January, 2020, at the Regional Council's direction, there was a call for projects.

Key goals for the project call, according to MAG, are as follows:

- Establish a baseline of future needs
- Develop the future vision for transportation

- Illustrate stakeholder priorities
- Inform regional priorities

Four categories of potential project requests were identified:

- Roadway and Intersection – highways, freeways, arterials, intersections and bridges
- Transit - light rail, streetcar, commuter rail, bus service/dial a ride, park-and-rides and other transit infrastructure/equipment
- Active Transportation – bicycle and pedestrian projects
- Program Set Aside – annual safety improvements, pavement maintenance, Americans with Disabilities Act (ADA) improvements, traffic signal improvements/intelligent transportation systems

Examples of project types being discussed in each of the four categories include:

Roadway and Intersection:

- High Occupancy Vehicle (HOV) freeway to freeway ramp connections
- Additional freeway interchange improvements
- Construct arterial streets that are not in Proposition 400 - including border streets
- Major intersection improvements - including border locations
- Construct new roundabouts at intersections that need additional traffic control

Transit:

- Continued funding of existing Valley Metro bus routes and Dial-a-Ride
- Bus rapid transit/enhanced bus on key corridors
- Bus and trolley route extensions and/or service improvements
- Trolley route operations and vehicle replacement (not funded by Proposition 400)
- Park-and-ride with express service
- Autonomous circulator shuttles in high activity areas

Active Transportation:

- Streetscape/ADA improvements on transit and school access routes
- Reconstruct outdated sections of the greenbelt path system
- New shared use paths in planned corridors
- Roadway right sizing and buffered bike lanes
- Curb modifications to allow new bike lanes
- Sidewalk gaps and sidewalk widening where current standards are not met

Program Set-Aside:

- Ongoing pavement management
- Pavement reconstruction
- Shared use path maintenance/renovation
- Traffic signal and streetlight installations and upgrades
- Intersection and corridor safety improvements
- ADA and pedestrian safety improvements

- System modifications for new technology and/or design standards
- Bridge repair/reconstruction

The City's initial submittal is due to MAG by the end of March in response to the call for projects. Currently, there is the potential for over 100 item submissions. Commissioner suggested a selective and integrative approach to request submittals.

Commissioner noted the shortened project time frames as a result of changes in technology and societal needs. It would be helpful to see specific objectives for five years out and so on. MAG requests in the transit category, agencies list light rail and streetcar, however the Scottsdale plan only contains rapid transit and no streetcar or light rail for the coming 20-25 years. Additionally, MAG's figures indicate that the transit category will receive 33 percent, which is a higher figure than was indicated in the presentation. Mr. Meinhart clarified that 33 percent of the half-cent figure translates to 0.17 cents. In terms of the streetcar and light rail, the City is working from the elements contained in its long range master plan approved by City Council in 2016. These elements are not included in that plan.

Commissioner pointed out that Mr. Meinhart indicated in his presentation that he would consider roundabout projects for intersections in need of greater capacity. Later in the presentation, he addressed intersection safety improvements. He encouraged staff to consider roundabouts also in terms of environmental concerns. A small city north of Indianapolis converted 132 traffic light intersections to roundabouts with a resulting estimated savings of 293 tankers worth of gas. It also reduced carbon output. Mr. Meinhart stated that the City can certainly suggest to MAG that they more heavily consider environmental impact in their prioritization of projects.

Vice Chair noted that the gas tax rate has not been increased since 1991 and that this represents an opportunity for greater funding.

Discussion ensued regarding the Prop 400 extension. Chair stated his understanding that the current rate is half a cent, which could increase up to a penny for the extension in January of 2026. Mr. Meinhart said this is his understanding. A couple of years ago, the legislature increased the ability for regions to increase to a penny. Both Pima County and Pinal County have done so.

Chair asked whether Scottsdale is a net donor or net recipient of Prop 400 funds. Mr. Meinhart stated that strictly from a sale tax collection perspective, the City contributes more than it receives in the value of projects. In response to a question from Chair, Mr. Meinhart stated that as a personal opinion, he absolutely believes that the City receives a good return in terms of its participation.

9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Worth reviewed a construction project in the northern part of the City at Carefree Highway and 60th Street. This included the addition of a right turn lane. This capacity enhancement was requested by area residents. Design was done in-house and funding was accomplished through Roadway Capacity Improvement programmatic funding.

Roadway safety assessments are undertaken to review problematic locations and identify issues that may be included in future capital projects. Programmatic funds may also be used to enhance safety. Three additional assessments have recently been completed.

The Goldwater bike and pedestrian underpass is designed to connect the west side of Scottsdale Road from Chaparral underneath Goldwater Boulevard to Rancho Vista Drive. This area includes a gap on the sidewalk on the west side of Scottsdale Road. The project will be funded largely via federal grant (\$2.5 million) awarded through the MAG process. The project has been recommended for approval by the Transportation Regional Committee, the Management Committee and MAG and will take its final step at MAG Regional Council this month. The grant will fund 94 percent of construction costs, with the City matching at 6 percent, plus design and right-of-way.

In terms of the Active Transportation Program, several events are planned for Bike Month. The Coalition of Arizona Bicyclists sponsors a bicycling summit each year. They will take a look at several policy issues, including a session on safe routes to school programs, bicycle tourism and bike mobility performance measures. The City sponsors a number of events each year in conjunction with Bike Week. This includes Cycle for the Arts and Bike to Work Day.

Mr. Worth discussed a publicity effort to increase awareness of the City's free trolley service, which connects residents to important destinations.

Mr. Worth addressed upcoming items on the City Council agenda. The Council's March 3, 2020 meeting will include Council approval of the acceptance of a MAG grant for a hybrid beacon at Scottsdale Road and Palm Lane. This is a \$275,000 project and the grant is for \$185,000. An additional contribution is being made by a developer. The City's responsibility is estimated to be \$50,000.

The Paths & Trails Subcommittee will go through its sunset review by the Audit Committee shortly. No issues with its continuation are anticipated.

On March 17th, City Council will be doing an appointment for a Transportation Commission vacancy. Vice Chair Iacovo's current term will expire. The nomination process will occur on March 3rd. Vice Chair Iacovo's application has already been submitted. Also on the March 17th agenda will be a proposed IGA with ADOT governing the operation and maintenance of traffic signals. These apply specific to ADOT freeway intersections through Scottsdale. This IGA will add a number of intersections on the east/west streets that connect to the freeway from Scottsdale. The interchanges are located on Reservation land. Also added are intersections on Via de Ventura and one yet to be built at the northern end of the Pima Road segment before it reaches the City of Scottsdale south of Via Linda. The intent is that Scottsdale will operate and maintain the signals in conjunction with the rural signal network. ADOT will provide reimbursement on the cost of any materials.

In terms of good news, last week was Western Week and Parada Del Sol. The City had a trolley present with several employees representing the Transportation Department.

Susan Conklu, Senior Transportation Planner, as a member of the Institute for Transportation Engineers, participates in the Future Cities Program. It is a nationwide competition. Sixth, seventh and eighth grade students design elements of a future city. Ms. Conklu participated as a judge in terms of the transportation aspects of the competition.

There have been 15 applicant resumes for the Transportation Director position, in response to a published recruitment effort. The application period closes on March 6th.

Vice Chair commended the City, as Scottsdale has been named as the number one city in the country to move to at the current time.

10. PUBLIC COMMENT

Bernadette Smith spoke about pedestrian facilities near Scottsdale Quarter.

11. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner requested a future presentation regarding the Scottsdale Quarter design guidelines and plan.

12. ANNOUNCEMENTS

There were no announcements.

11. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Kuzel and seconded by Commissioner Ertel, the meeting adjourned at 7:49 p.m.

AYES: Chair Graham, Vice Chair Iacovo, Commissioners Anderson, Ertel, Lall, Kuzel and Miller.

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**